

SPLENDID HEROISM OF THOSE WHO REMAINED

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of the last lifeboats to leave the ship. We had not put out many minutes when the Titanic disappeared. I almost thought as I saw her sink beneath the water that I could see Jack standing where I had left him and waving at me."

Mrs. Puttelle said she saw the parting of Col. Astor and his young bride. Mrs. Astor was frantic. Her husband had to jump into the lifeboat four times and tell her that he would be rescued later. After the fourth time Mrs. Puttelle said he jumped back on the deck of the sinking ship and the lifeboat bearing his bride made off.

PETER DALY SAVED HIMSELF BY JUMPING FROM THE STEAMER

New York, April 19.—Peter D. Daly, of New York, jumped from the deck of the Titanic after it was announced that there were boats enough only for the women and children. As he saw the ship settle gradually he swam away with all his might to prevent being carried down with the suction of the sinking liner. "For six hours I beat the water with my hands and feet to keep warm," he said. "Then I was picked up by one of the Carpathia's boats which was cruising around looking for survivors. I was numb with the cold after a fight which I can scarcely bear to discuss."

"Even after I recovered from the chill and shock I was practically prostrated by the nervous strain and every mention of the disaster sends a shiver through me."

"There was no violent impact when the vessel collided with the iceberg. I rushed to the deck from my cabin, got a life preserver and when things began to look serious, threw myself into the water. The boat already had begun to settle."

GEORGE WIDENER AND ARTHUR RYERSON WENT TO THEIR DEATH LIKE MEN

New York, April 19.—George D. Widener, the wealthy Philadelphia, and Arthur L. Ryerson, of New York, went to their deaths like men, is the statement made by Mrs. Ryerson to her brother-in-law, E. S. Ryerson, who resides here. She says that when the women were put into the lifeboats they saw Mr. Ryerson and Mr. Widener standing behind the rail of the Titanic, both waving their arms, throwing kisses and calling farewell to their wives and children.

"They believed there were boats enough for all," Mrs. Ryerson had her two daughters, Susan and Emily B., and a young son, John B., in the boat with her.

HUGE CAKE OF ICE AIDED THIS MAN IN ESCAPING A WATERY GRAVE

New York, April 19.—A huge cake of ice was the means of aiding Emilio Portuquetti, of Asolo, Italy, in escaping death when the Titanic went down. Portuquetti, a second class passenger, was awakened by the explosion of one of the boilers of the ship. He hurried to the deck, strapped a life preserver around him and leaped into the sea. With the aid of the preserver and by holding to a cake of ice he managed to keep afloat until one of the lifeboats picked him up. There were 35 other people in the boat when he was hauled aboard.

DID NOT PAY ATTENTION TO CRASH AND ESCAPED CLAD ONLY IN HER NIGHT GOWN

New York, April 19.—Mrs. Asa Clark, an English woman, whose husband went down in the big ship, thought so little of the first crash against the great berg that she did not even rise from her berth for half an hour afterwards.

"The shock was so slight that it did not disturb me," said Mrs. Clark, "and my husband, who was just preparing to retire, told me to go back to sleep again. Then a stewardess came along and awoke us. 'Everybody on deck,' she said, without any alarm in her voice. There was no confusion in filling the small boats. My husband put me in, kissing me good-bye and commanding me to go. Even then we did not think that the situation was serious. After I got into the boat, two men tried to step in. An officer said the boat was only for women, and they stepped back without protest."

"I was in my night gown. The cold reached my brain and everybody in the boat was so benumbed that we could not realize what a terrible thing had happened. When somebody said 'It's gone,' we sat there without showing any emotion."

HEROISM OF BRITISH SAILORS WHO WENT DOWN IMPRESSED CANADIAN SCULPTOR

New York, April 19.—Heroism of the English sailors who went down with the Titanic was the one thing which most impressed Paul Cheveret, the Canadian sculptor, who left the steamship in one of the first lifeboats lowered. He said there was no sign of cowardice among the male passengers or the crew. "I was off the Titanic before there was any real panic," Mr. Cheveret said. "I will take my hat off to the English seamen who went down with their ship and to the men who manned the lifeboats. Every one of them was a man."

"It was a difficult matter to force some men into the lifeboats. I was literally thrown into the third boat lowered."

ONE SURVIVOR WHO IS NOT AWARE THAT SHIP WENT TO THE BOTTOM

New York, April 19.—There is one Titanic survivor who is not aware that the ship went to the bottom with 1,600 persons, including his father, mother and sister.

This survivor is Travers Allison, eleven months old, who is at the Hotel Manhattan with the nurse and two maids who were saved with him. His parents, Mr. and Mrs. H. J. Allison, of Montreal, and sister, Lorane, three and a half years old, were left on the deck of the Titanic when the last lifeboat was lowered.

OPERATOR STUCK TO HIS POST UNTIL LAST; JUMPED OVERBOARD ONLY TO BE LOST

New York, April 19.—Phillips, the first Marconi operator aboard the Titanic, stuck to his post until the last, jumped from the sinking ship, was taken aboard the life raft and died before the rescuers reached them, according to the story told here today by Thomas Whitley, who was waiter in the saloon of the Titanic.

"Phillips was on the overturned lifeboat with me," Whitley said. "He was dead when taken aboard the Carpathia. They tried to revive him, but it was too late. There were four burials at sea—one sailor, two firemen and Phillips."

It is believed that Whitley's story clears the doubt surrounding the identity of the fourth man buried from the Carpathia. It was at first believed that this man was a cabin passenger, but Whitley declares it was Phillips.

"I helped fill the boats with women," Whitley said. "Collapsible boat No. 2 on the starboard jammed. The second officer was hacking at the ropes with a knife. I was being dragged around the deck by that rope, when I looked up and saw the boat, with all aboard, turn turtle. In some way I got overboard myself and clung to an oak dresser. I wasn't more than sixty feet from the Titanic when she went down. Her big stern rose up in the air and she went down bow first. I saw all the machinery drop out of her. During the half hour I was in the water I could hear the cries of thousands of persons. It seemed, although there must have been only hundreds, I drifted near a boat wrong side up. About thirty men were clinging to her and they refused to let me get aboard. Some one tried to hit me with an oar but I scrambled aboard."

"There was a bit of panic when it first happened. The officers had to use their revolvers. The chief officer shot one man. I don't see this but three others did—and then he shot himself. But everybody, pretty much, behaved splendidly, especially the firemen."

"It was a black berg we struck, and although the night was perfectly clear, it was impossible to see that color. I saw another like it when we were drifting on the overturned boat."

COUNTRESS ROTHES, EXPERT OARSWOMAN TOOK COMMAND OF ONE LIFEBOAT

New York, April 19.—Miss Alice Farman Leader, a New York physician, escaped from the Titanic on the same boat which carried the Countess Rothes. "The countess is an expert oarswoman," said Dr. Leader, "and thoroughly at home on the water. She practically took command of our boat when it was found that the seamen who had been placed at the oars could not row skillfully. Several of the women took their place with the countess at the oars and rowed in turns while the weak and unskilled stewards sat quietly in one end of the boat."

COL. GRACIE, U. S. A., SAVED HIMSELF BY JUMPING FROM THE TOPMOST DECK

New York, April 19.—Col. Archibald Gracie, U. S. A., who jumped from the topmost deck of the Titanic as she sank, and swam about until he found a cork life raft and then helped rescued others who had jumped into the water, added today to his statement of last night:

"The interval between the collision and the sinking of the ship was two hours and twenty-two minutes."

"After sinking with the ship, it appeared to me as if it were propelled by some great force through the water. This might have been occasioned by explosions under the water. I recall that I was most fearful of being boiled to death by the water. The second officer, who was on the top deck, told me that he had a similar experience."

"Innumerable thoughts of a personal nature, relating to telepathy, flashed through my brain. I thought of those at home, as if my spirit might go to them and say good-bye forever, for a similar experience had occurred in the case of my wife's family and she was even awake that night, tortured with premonitions."

"Again and again I prayed for deliverance, although I felt sure that the end had come. My greatest difficulty was in holding my breath until I came to the surface, for I knew that once I had inhaled water I would be suffocated. Under the water I struck out with all my strength for the surface."

"I reached the surface after a time that seemed unending. There was nothing in sight save the ice, and a large field of wreckage. There were dying men and women all about me."

"The second officer and J. B. Thayer, Jr., who were swimming near, told me that just before my head appeared above the water one of the Titanic's funnels separated and fell apart near me, scattering the bodies in the water."

"I saw wreckage everywhere. All that came within my reach I clung to. A great crate like block of wood floated within my grasp and I grabbed it. It seemed to be sufficiently large to keep me afloat. At this moment, however, I saw an overturned boat a short distance away and swam to it. I caught the arm of a man who grasped it, threw my leg over the boat and rested on it."

"On this raft—it was really a collapsible boat—there were already lying more than twenty men who were unable to swim. I was the only one on the raft, the other on the stern, propelled us through the wreckage with pieces of wood."

"Presently the raft became so full that it seemed as if it would sink. I more came aboard and the crew, for self-preservation, had to refuse to permit others to climb aboard. This was at once the most pathetic and the most horrible scene of all. The piteous cries of those around us still ring in my ears. I will remember them to my dying day."

"Hold on to what you have, old boy," we shouted to each man who tried to get aboard. 'One of you aboard would sink us all,' and many women we refused answered, as they went to their death, 'good luck and God bless you.'"

"All the time we were buoyed and sustained hope for rescue. And so we passed the night, with the waves washing over us and the raft buried deep in the water under our feet."

"Did we pray? Through all that wild night there was not a moment that our prayers did not rise above the waves. Men who seemed to have forgotten long ago how to address their Creator recalled the prayers of their childhood and murmured them. We said the Lord's prayer again and again together."

"Long before light we stood in columns, deep back to back, balancing ourselves, fearful to move lest the delicate balance should be disturbed and all of us thrown again into the water. We were standing and were contented to stand and pray, knowing that in that alone lay our hope for rescue. The hand of God seemed to have soothed the sea. It was calm."

"An awe seemed to have passed when we first saw the twinkling lights of the Carpathia on the horizon. We knew her and recognized her as our rescuer. The Marconi operator—one of the thirty-five on the raft—confirmed our hopes by saying that he, too, knew that it was the Carpathia. While we looked some one whispered that there was a boat behind us. We did not turn about to look, so fearful were we that we would disturb the balance."

"The second officer finally ordered one man to look behind while the others stayed still. The slipping of one man would have meant the death, probably, of all of us. The man who looked passed the word that there was no ship behind us."

"When the day broke, four of the Titanic's lifeboats were seen on our port side. The second officer blew his whistle to call attention to our precarious condition and the head lifeboat, towing another, came to our help."

"The transfer, fraught with peril, followed. The second officer was the last man off the raft. Just before he left it, he lifted into the boat the body of a sailor who had died of cold and exposure as we prayed. I, with my soggy overcoat, heavy with water, pitched head foremost into the boat, trying my utmost not to disturb the equilibrium of the raft. In his boat I saw several of my companions on the raft. Others had gotten into the other boats. Fortunately the Carpathia was close. Otherwise all in the boat would have perished in the moderate blow that came up an hour later."

TWO ARE FINED BY THE RECORDER

Recorder Welsh yesterday morning placed fines upon two of the six offenders who were arraigned before him, discharging the other four.

Each of the prisoners fined were fined \$4 and costs, making a total of \$10.

FISH CHOWDER ENJOYED BY A LARGE CROWD

MANY ATTENDED SPREAD SERV-ED IN HONOR OF F. D. SANDERS, CANDIDATE FOR SHERIFF, AND LISTENED TO HIS ADDRESS AND THOSE OF SEVERAL OTHER CANDIDATES.

One of the largest crowds to attend a political meeting in this city during the present campaign, gathered last night at the corner of Spring and Garden streets, where a fish chowder had been prepared by Louis Roach and Steve Sanchez in honor of Frank D. Sanders, candidate for sheriff, and to which all the other candidates were invited.

The local white band was in attendance and there was plenty of chowder and refreshments to accommodate the crowd, which was an enthusiastic one.

Ed. P. Preston, a member of the board of public safety, presided over the meeting and introduced Chief Sanders, who addressed the crowd in the interest of his candidacy.

Quite a number of other candidates for the various county offices were present and addressed the voters after Chief Sanders had concluded.

You will look a good while before you find a better medicine for coughs and colds than Chamberlain's Cough Remedy. It not only gives relief—it cures. Try it when you have a cough and you will be convinced. It is pleasant with the prompt cure which it will effect. Sold by all dealers.

Road Expert Made a Fine Impression

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To find a remedy and improve the situation. In the early days, he said, he had been made fun of by scientists and everybody else, and if he deserved any credit whatever, it was because he kept on in the face of this and did not give up."

Mr. King said that while he was making these experiments he discovered many things that the use of the split-log drag would do before he found out why it would do them and told, in an entertaining way, of the various things he had discovered and audiences believe the things he told of what he had done with the drag. In order to convince them he had been forced to study these things out so that he could back up his statements and in this way he had learned the theory, as well as the practice, of road dragging."

Mr. King first began using the split-log drag in March, 1906, he said. He told of how his neighbors soon caught the fever and took up where he left off, until within a short time after he first dragged the road from his house to his higher house they soon had a splendid hard road clear into the neighboring town. He told of how he would drive up one side of the road and back down on the other, thus throwing the elevation to the middle, and, at the same time, smoothing out the ruts on either side of the road."

Some of the things gained by road dragging, he says, are: First, the road is smoothed. This he said was his only idea when he first began using the drag. However, he soon noticed that the road dried much quicker after he had dragged it a few times."

The next advantage of the drag, he said, was that the elevation was thrown to the middle of the road, which, of course, makes it drain much better. In order to make the elevation too great in the middle, he said you should throw the dirt toward the middle of the road twice and then, going down the middle, throw it away to the sides once."

The next advantage noticed by Mr. King was that dragging the road got rid of the mud holes. He said at the foot of a bridge near his home there had always been a big mud hole, but that after he had used the drag awhile he discovered that this mud hole was gone. By illustrating, showing the difference in the puddle which will invariably be found in a log pen and a hole dug in a garden and water poured in to it, he explained why the mud puddle disappeared, as well as why the road became hard, because a thin layer of cement was formed, which kept the water from soaking in, but made it run off and left the road packed hard. "You simply can't have a mud-hole in a well dragged road," declared Mr. King.

Besides these advantages, Mr. King said he found that he had freed his road of the weeds, which had prevailed and been a source of great annoyance, and had gained an unusual hardness."

Three months use of the drag would make the roads around Pensacola much smoother than they are at present, he said. The ordinary road would be made fully as smooth as the ordinary floor."

Progress in Iowa. The speaker told of his first experiences in the state of Iowa, how he had been greeted by skeptical audiences, but how he had finally convinced the people in one community and had eventually been employed to make a campaign over the state, until at present there is a road 387 miles in length in that state, every foot of which is dragged. "After every rain, this entire 387 miles is dragged with an hour's time, too, he declared, as every man living on the road is required to drag a certain amount."

In that state there is now a mandatory law, requiring every foot of road to be dragged immediately after each rain and providing for heavy fines for road supervisors who fail to comply with the law. He said. For the purpose of executing this law a one-mill tax is levied to be used solely for this purpose."

Mud-Hole Disappeared. In an amusing anecdote Mr. King told of how he removed a mud-hole on the road between his house and the neighboring town. One day he decided to go to town on his drag and when he came to this mud-hole he almost turned back, but finally decided to drive through it. He looked back after going across and what he saw made him so through again on the other side. This put him on the wrong

RAYNER SAYS THAT ISMAY IS THE RESPONSIBLE ONE

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"How many lifeboats were there on the Titanic?"

"Twenty, altogether, I think."

"Were all the lifeboats accounted for?"

"I think so; I've been told so, but I do not know of my own knowledge."

"It has been suggested," Senator Smith continued, "that two lifeboats sank as soon as lowered. Do you know anything about that?"

"I do not, I have never heard of it and I think all the lifeboats were accounted for."

"Did you see the Titanic sink?"

"I did not see the Titanic go down," Mr. Ismay said, shaking his head mournfully. "I did not want to see her go down. I was rowing in the lifeboat all the time until we were picked up. I turned back only once after we left the vessel. I saw her green light and never turned back again. I did not want to see the end."

"Was there any confusion apparent on the Titanic when you looked back?"

"I didn't see any."

"After you left Captain Smith on the bridge, did you see him?"

"I did not."

"How many wireless operators were there on the Titanic?"

"I presume there were two," said Mr. Ismay. "One is always on watch."

"Did they survive?"

"I have been told one died."

Senator Smith asked Ismay whether he had anything to do with selecting the crew for his lifeboat.

"I did not," was the snappy response.

KNEW INSPECTION WAS THOROUGH. Ismay said he knew the government inspection was thorough or the boat could never have sailed. Mr. Ismay declared that the ship was specially constructed so that any two of the larger compartments in the ship full of water, she still would float.

"If the ship had struck head on she would in all probability be afloat today," he added.

"Did you attempt to interfere with the working of the wireless on the Carpathia?" he was asked.

"The captain probably will tell you I was not out of my room from the time I got into it until last night," was the reply.

Mr. Ismay was asked what he wore when he got into the lifeboat.

"A pair of slippers, a pair of pajamas, a suit of clothes and an overcoat," he replied.

CAPTAIN OF CARPATHIA TESTIFIES. Captain Rostron of the Carpathia followed Mr. Ismay.

"We backed out of the dock at noon Thursday," began Captain Rostron. "Up to Thursday morning we had fine clear weather. At 12:30 Monday morning I was informed of the urgent distress signal from the Titanic."

"I gave the order to turn the ship around as soon as the Titanic had given her position. I set a course to pick up the Titanic, which was 58 miles west of my position. I sent for the chief engineer, told him to put on all the lifeboats and be ready for any emergency. The chief steward and doctors of the Carpathia I likewise instructed."

Arriving on the wreck scene, Captain Rostron testified, he saw an iceberg straight ahead of him and, stopping at 4 a. m., ten minutes later he picked up the first lifeboat.

"By the time I got the boat aboard day was breaking," said the captain. "In a radius of four miles I saw all the other lifeboats. On all sides of us were icebergs; some twenty were 150 to 200 feet high. Wreckage was strewn about us. At 8:30 all the Titanic's survivors were aboard."

Tears filling his eyes, Captain Rostron said he called the purser. "I told him I wanted to hold a service of prayer—thanksgiving for the living and funeral service for the dead. An Episcopal clergyman was found among the passengers. He conducted the services."

As the prayers were being said, Captain Rostron testified, he was on the bridge searching for survivors. As he searched the sea, one body floated by. The man was dead, probably a member of the crew, the captain said. The body was not picked up. Rostron explained, because the survivors of the Titanic were in no condition then to see a corpse brought aboard."

Three members of the Titanic's crew were taken from the lifeboats, dead from exposure. They were buried at sea.

Captain Rostron said he found one lifeboat among the wreckage in the sea. The Titanic's crew, he said, were all new and in accordance with the British regulations, the Carpathia cruised around the disaster scene for more than an hour, having arrived more than an hour and a half after the Titanic sank.

"The last message from the Titanic," said the captain, "was 'engine room nearly full of water.' I answered that I was rushing to her aid. 'Expect to reach you about 4 o'clock,' I flashed back."

"The Titanic was on her regular course bound for New York," said the captain. "She was in what we call the southerly route to avoid icebergs."

"Do you think that the route is a prudent one?"

"Quite so, but this is a notable exception."

"Would you regard the course taken by the Titanic trial trip as appropriate, safe and wise at this time of the year?" Senator Smith asked.

"Quite so."

"What would be safe, reasonable speed for a ship of that size and in that course?"

"I didn't know the ship," the captain said, "and therefore cannot tell. I had seen no ice before the Titanic signaled us, but I knew from her message that there was ice to be encountered. But the Carpathia went full speed ahead. I had extra eyes on watch and some others volunteered to watch ahead throughout the trip."

side from town, so he had to make a third trip through town. When he returned, he said, the mud-hole had disappeared and he never came back. He explained how this was done, on account of the necessary slope for draining, having been secured and the mud and water having been mixed into a cement, etc.

Answers Questions. After concluding his remarks, the speaker advised the audience to ask him questions. A number of questions were asked and readily answered by the road expert. In answering the questions, he gave out a lot of information as to the proper manner in which to put clay on a road, how to construct new roads and work old ones, etc.

In answer to a question, he said that in the majority of cases he would not advise the use of a plow, but this, like many other things, depended to some extent upon local conditions. He much preferred, in most cases, however, using a harrow, if anything to break clods and work out sod.

When asked about ditches, he said he had not said anything about ditches in his talk and would not be apt to say anything about them. "The country is ditch crazy," he said. "If you send the average man out to build a road he will dig a ditch and when he has finished that is about all he has done."

Go to Brewton. Mr. King left last night at 10 o'clock for Brewton, where he will deliver a lecture and give a demonstration of the use of the drag. He will stop at the hotel in Brewton, Alabama, then over to Mississippi, back into northern Alabama, up into Tennessee, Kentucky and on back to the northern states.

NOTICE TO CHAIRMEN OF EXECUTIVE COMMITTEES. The state committee has caused to be printed and blanks necessary for the holding of the primary election throughout the state, and sufficient amount of such supplies have been forwarded to the respective county chairmen as their names appear upon the books of the secretary of the state committee.

If any county has not received these supplies I would be glad that the chairman of such county would immediately wire Hon. George W. Fisher, secretary of the state committee, at DeLand, Fla., advising him of such fact, and he will see that sufficient supplies are immediately sent.

WILL H. PRICE, Chairman of the State Democratic Executive Committee.

NEGRO ARRESTED ON THE D. & S. CHARGE. Officer Tourant yesterday afternoon sent William Williams, a negro, to the police station, where a charge of being a dangerous and suspicious person was entered against him. For a number of days he has been prowling around in the western section of the city, and a number of complaints have been made to the police.

Officer Tourant was not on duty at the time the negro was arrested, but was on the lookout for the negro who has been prowling around in the neighborhood for some time. When he came across Williams he promptly placed him under arrest.

STUART'S BUCHU AND JUNIPER COMPOUND CURES KIDNEY AND BLADDER TROUBLES

R. SIMMONS SUCCEUMS TO BRIEF ILLNESS

WELL KNOWN RESIDENT PASSED AWAY AT HIS HOME IN THE NORTHWESTERN SECTION OF THE CITY LAST NIGHT—FUNERAL ARRANGEMENTS TO BE ANNOUNCED LATER.

After a brief illness, Richard Simmons, a well known citizen residing in the northwestern section of the city, passed away last night about 10 o'clock, his death coming as surprise and shock to his many friends, few of whom knew of his illness and none of whom realized his serious condition.

The deceased was fifty-two years of age and was born in Santa Rosa county but had spent the greater portion of his life in this city. For a number of years he had been engaged in truck farming.

He is survived by a wife, three sons, Riley, Jesse and Clarence, and four daughters, Misses Mary and Lillie Simmons. Mrs. O. Neal and Mrs. Roberts, of Arkabutla, are also relatives.

He was a member in good standing of Pensacola Lodge No. 4, I. O. O. F., live Oak Camp, W. O. W., and the Woodmen Circle.

The funeral arrangements have not yet been made, but will be announced later.

PRESIDENT FEELS LOSS OF MAJ. BUTT

Shows Plainly His Grief When He Becomes Convinced That the Major is Among Those Lost.

By Associated Press. Washington, April 19.—President Taft today showed plainly his grief over the death of his military aide, Major Archibald Butt.

"The chief trait of his character," declared the president, "was loyalty to his ideals, his cloth and his friends."

"Few men in the country had as many devoted friends as Archibald," said Senator Bacon of Georgia. "He was a rare character. We shall not see his like again."

"He was one of God Almighty's gentlemen," declared Senator Tillman of South Carolina.

WILL NOT ANSWER MEXICO'S NOTE

By Associated Press. Washington, April 19.—Besides having Ambassador Wilson take up with Senator Calero, Mexican minister of foreign affairs, the question of interference with American consular offices, the state department probably will not reply to the recent communication in answer to the American note sent alike to federal and state authorities. The department believed its purpose had been secured through the publication of the warning throughout Mexico.

French Market Coffee is Widely Imitated

Jealous of the marvelous popularity of French Market Coffee many imitations are being offered. You must be very careful to get the real genuine French Market Coffee.

"There is only one real old French Market flavor."

This rare and historic beverage has been sold for over two hundred years at the old French Market in New Orleans (originally called Les Halles de Beouf). It is the same delicious coffee that so delighted Andrew Jackson and Henry Clay; and that has been used by southern belles for hundreds of years.

French Market Coffee

Until the establishment of the French Market Mills, this famous coffee could be had nowhere in America but at the French Market in New Orleans. NOW you all may serve it daily at your own tables, for the old French Market blend is perpetuated by

The Same Unique Hygienic Roasting Process

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